

**AMENDMENTS TO THE SPECIFICATION**

*Please amend the specification at paragraph [0022], lines 13-30 of page 6, as follows:*

**[0022]** Compounds such as these are also known corrosion inhibitors (e.g. US Patent Nos. 4,927,669; 5,385,616; 5,582,792) that have been used extensively. The use of maleated fatty acids as drag reducers that are the subject of this invention, however, requires substantially ~~higher~~ lower use concentrations than those for corrosion inhibition. The typical use levels in the actual system for drag reduction is approximately 5-10 times ~~higher~~ lower than that for corrosion inhibition, based on total system fluid, i.e. from about 100 to 1000 ppm for methods of this invention, preferably from about 150 to about 600, and most preferably from about 200 to about 500 ppm. The maximum drag reduction effects observed, including both pressure reduction ( $\Delta P$ ) and flow increase (Q), in the laboratory testing were between 5-20%, depending on oil/water ratio, flow rates and type of test (Torque vs. Flow Loop). It will be appreciated that it is virtually impossible to predict in advance what an effective amount of drag reducing agent would be in any particular circumstance since, as noted, there are a number of interrelated factors that must be considered including, but not necessarily limited to, the type of fluid having its friction characteristics modified, the flow rate of the fluid, the temperature of the fluid, the nature of the DRA, etc. Thus, the dosage ranges given above and used in the Examples should be understood as illustrative only.